GRUMMAN
planenews

A bimonthly publication for Grumman Aerospace Corp. employees

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St. Augustine rolls out rebuilt Skyhawk

In attendance were about 1,000 Malaysian officials, Grummanites, press people, and other interested observers. When the curtain was raised, viewers got a close-up look at what had been in the works for a year and a half: the first A-4 Skyhawk and TA-4 Trainer Aircraft rebuilt by Grumman St. Augustine Corporation (GSAC) for the Royal Malaysian Air Force.

The unveiling capped a special roll-out ceremony held at GSAC in Florida on May 25. Thirty-four A-4s and six TA-4s are being rebuilt under the contract. The new versions have the suffix "PTM" for "Peculiar to Malaysia" appended to their names.

Joe Walter, GSAC president, presented a certificate of title for the first aircraft to Major General (Air) Dato' Mohamed Bin Ngah Said, acting chief of the Royal Malaysian Air Force. In his remarks General Ngah praised the newly revamped A-4 — as well as the brainpower that went into it.

"To me, the roll-out this morning is the indicator of the excellent combination of efforts between Malaysia's A-4 project team and Grumman," stated Ngah. "We must also realize that the stunning work we are about to see is the culmination of those efforts that had been going on in the background — in the office and in the hangar. . .The A-4 project is a very important program in our Air Force. Successfully completed, it will be a significant augmentation of our national security."

Ngah confided that at the project's start, there was some nervousness among the Malaysians about the eventual outcome. "But I'm happy to say that as time went by our nervousness slowly turned into confidence and this is because of the constant rapport between our people and Grumman," he said.

New edition. *Above, Major General (Air) Dato' Mohamed Bin Ngah Said (C) is greeted by Grumman Corporation Chairman Jack Bierwirth and GSAC President Joe Walter. At right, Grumman Aerospace President George Skurla (R) chats with Congressman Bill Chappell (D-Fla.) while viewing A-4. At top, A-4 taxis down runway for fly-by demonstration.*

Stellar performer

Walter praised the A-4's maneuverability in a personal anecdote. "In 1957, as a cocky young fighter pilot for the U.S. Navy, I had my first airborne encounter with an A-4, while piloting an F-3H Demon back up at Oceana," he recalled. "Despite my afterburner, and the F-3H I was flying, as well as my superior skill as a fighter pilot, that little Navy A-4 outmaneuvered me and I was terribly embarrassed. I wound up flying an F-8 Crusader and made the same mistake a few years later. . .Whenever I engaged an A-4, the A-4 invariably got the best of the higher performance aircraft. And it wasn't the pilots, it was the maneuverability of that tiny A-4."

Walter noted that the A-4 has proven itself many times over during the last 30-odd years. "Today, there are still 1,300 of those aircraft of the 2,960 originally built — still flying in various roles for the United States Navy, the Marine Corps, and several other nations," he said. "Today, General Ngah and the Royal Malaysian Air Force join that select number."

Walter also praised Ed Heinemann, the man who designed the A-4 for McDonnell Douglas. Heinemann, long retired from that company, attended the rollout ceremony with his wife. Walter noted that while today, a new military aircraft is typically on the drawing boards for seven years, Heinemann's team wrapped up the design phase of the A-4 "in a matter of months."

He continued: "I'm particularly proud of the Grumman Iron Works' tradition of quality and excellence. We've carried that tradition forward here in St. Augustine. The young

(Continued on page 3)

news briefs

Pl. 66 scholar

The winner of the 1984 Grumman Science and Engineering Scholarship for Baldwin County (Ga.) is Marcia Fordham of Milledgeville.

Marcia will attend the Georgia Institute of Technology in the fall.

Marcia Fordham

She graduates from John Milledge Academy this month.

Grumman will provide $1,000 annually for four years of study. In addition, a minimum of 10 weeks of employment will be provided each summer for Marcia at the Grumman composite facility in Milledgeville.

The 1984 scholarship alternate is Steven Martiny, also of Milledgeville. As alternate, Steven will also receive summer employment during his school vacations. He is presently attending Georgia Institute of Technology. He graduated from Baldwin County High School.

Tap Pt. Mugu

Grumman Aerospace was recently awarded a $2.7-million contract to design, fabricate, install and test an EA-6B weapon system support laboratory for the Pacific Missile Test Center in Point Mugu, California.

Grumman Operations at Pt. Mugu will perform the task. This lab will provide in-service software support for the ICAP Update and ICAP-2 configuration of the EA-6B. It will augment the existing EA-6B weapon support system lab previously built by Grummanites at Pt. Mugu. Lab completion is slated for February 1986.

Retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who have recently retired are:

Erma R. Haney (30), Mary Pennino (2), Bertha Thomas (35), Edward R. Naldrett (2), John B. Castello (2), Peter Dmuchowsky (3), David D. Kettell (20), Peter Olynik (6), Richard N. Swanson (7).

Attaboy. *Grumman Operations at Pt. Mugu, California, recently deployed a quick reaction mod team to Rota, Spain, to install television sight systems into Mediterranean-deployed F-14 squadron aircraft. The Grumman team at Rota posed after the successful completion of the program: standing (L to R) Phil DuPuis, Rick Sposato, Bill Moore, Lloyd Gillespie, Bob Killian, Bill Schieffer, John Morrow, Gene Ricca, Joe Russo, Nick Bazzicalupo; kneeling — Greg Dragoo, Bob Carlo Jr., Nick Compofelice, Ron Cirwithian, Doug Cratch, and Ray Varady.*

Together at last. *We finally were able to get the Wagners together for a family portrait. Grumman scholar Peter is shown with his mother Gay and his father Frank who is program manager for Special Development/F-14 Tomcat. Peter joined the other 15 Grumman scholars at a special luncheon held in their honor on June 5.*

Tax tips

Although more taxpayers ask Internal Revenue for help during the tax filing season than at any other time, many still take advantage of IRS assistance throughout the year.

For example, they call for information that will help them plan ahead where taxes are concerned. They ask questions about topics such as the tax advantages of installing energy-saving devices in the home, the tax credit for child care, allowable deductions for contributions to a political campaign, or the benefits of an individual retirement account (IRA).

To answer those and other questions, IRS maintains two year-round telephone services. One puts the taxpayer in direct contact with a tax assistor, and the other, which is called Tele-Tax, offers the information on tape recordings.

There is a special service available for the hearing impaired. Anyone with access to TTY equipment, which combines phone lines with a television screen readout and a keyboard, can contact IRS on a toll-free number — 1-800-428-4732 — for answers to their questions.

Taxpayers may also obtain the information they need by visiting their local IRS offices or by asking for the free IRS publication that covers the topic they are interested in. There are more than 90 such publications and they can be ordered by phone on the forms number listed in the phone book, or by mail from the IRS Forms Distribution Center, P.O. Box 1040, Methuen, Massachusetts 01844.

In addition to those programs, there is one that deals with the specific problems of taxpayers. Anyone who has a problem with IRS that remains unresolved despite efforts to clear it up through normal channels may contact the local IRS district's Problem Resolution Office. That office will handle the case promptly by cutting through red tape, and it will keep the taxpayer informed of the progress of the case. Taxpayers may contact Problem Resolution by calling the taxpayer assistance number in the directory.

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Simon elected vice president

On Thursday, May 24, Bob Simon was elected a vice president by the Grumman Aerospace Board of Directors. The director of Corporate Procurement was also named deputy director of Corporate Material Operations.

Throughout his career, Simon has been heavily involved in the procurement world. Prior to joining Grumman in 1967, he worked in purchasing for 11 years at General Instruments Corporation in Hicksville, N.Y.

He began his Grumman career as a subcontract administrator on the EA-6B program. He was later promoted to subcontract project manager and then to procurement manager for the company's Electronic Warfare programs — the EA-6B Prowler and the EF-111A Raven.

In April of 1977, Simon became deputy director of Central Procurement and served in that post until February 1978 when he was appointed special assistant to the vice president of Corporate Procurement Operations. In August 1981, Simon was promoted to director of Corporate Procurement.

Simon holds a bachelor's degree in electrical engineering from New York University. He recently completed the Massachusetts Institute of Technology (MIT) Sloan Fellowship Program for Senior Executives.

The task ahead

Founded in 1981, Corporate Material Operations consists of 2,000 Grummanites who work in Corporate Procurement and Material Management.

The newly elected vice president recently discussed the challenges facing the Corporate Material Operations team. "Our No. 1 priority is cost containment," states Simon. "We must control supplier price increases, implement subcontractor competition as necessary, and minimize our in-house inventory."

Simon points out that Grumman Aerospace has undergone many changes in recent years. "Today, Grumman Aerospace has many diverse programs underway. The more diverse, the more complex the job is in Corporate Material Operations. At present, 40 to 50 percent of the total sales dollars spent on a program is spent by Procurement." This year alone, Procurement will buy over $1-billion from over 7,000 subcontractors, states Simon.

The biggest challenges facing Corporate Material Operations, cites Simon, are the F-14D and the A-6E Update programs. "The budget is extremely tight — over 60 percent of the development contract dollars on the F-14D will be subcontracted," says Simon.

"Control of supplier cost is the primary success factor," he stresses. "This is also true on the A-6E Update program where 40 percent of the program costs is earmarked for purchases of goods and services from subcontractors."

The bottom line

Simon is a strong sdvocate of teamwork. "Our suppliers and Grumman are a team. Our common goal is a quality product at a reasonable price," states Simon. "This is essential to keep Grumman competitive."

Bob Simon

As for the Grumman team in Corporate Material Operations, Simon describes it as a "very effective organization. Our Procurement/Material Management team is second-to-none in the industry."

St. Augustine rolls out Skyhawk

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work force standing out here today, I think they're doing a super job."

Grumman Aerospace President George Skurla told attendees that the roll-out was a special day for both the Malaysians and Grumman. The A-4 program, he says, demonstrates Grumman's vitality in the new business area of modernizing and upgrading commercial and military aircraft.

"Over the past 54 years, Grumman has served our nation well," he said. "From the Wildcats, Hellcats, and Avengers of World War II to the F-14s, A-6s, EA-6Bs, and E-2Cs that are flying off the decks of carriers today, design excellence and product quality have been the hallmark of our company. And though we are now deeply involved in the integration of very sophisticated airborne electronic systems, it is interesting to note that our founders started Grumman by doing modification and overhaul work."

Skurla went on to say that GSAC has created new business growth for St. Augustine. "In the past four years, we have steadily increased our employment here, from less than 100 people to more than 800 today," he noted. "That has resulted in a dramatic increase in local wages — to nearly $15 million this year alone — as well as a significant boost to local and state tax revenues, local business sales, construction, and all other beneficial impacts that jobs can bring to a community."

Skurla pointed out that historically, Grumman has helped improve the employment picture in Florida, beginning when it opened its Stuart facility in 1950. Now there are over 2,600 Grummanites employed statewide. "I think it's fair to say that over the past 30 years, Florida has been good for Grumman, and Grumman has been good for Florida," he said.

Grumman Corporation Chairman Jack Bierwirth said he hoped the roll-out would mark the beginning of a long partnership between Grumman and Malaysia. He complimented the Aerospace/GSAC A-4 team for demonstrating that Grumman is a company "that does a good job, performs up to its word, and maybe does a little bit more than is expected of them."

Bierwirth described Malaysia as the type of country Grumman likes to do business with. "If you were selecting a country and saying to yourself, 'what kind of country would I like to be a corporate citizen of?'" he reflected, "You'd like one that fought for its independence. You'd like one that respected its neighbors. You'd like one that had a sense of the rule of law and a feeling that every resident deserved to be treated with fairness. You'd like a country that had a balanced sense of fairness for the different segments of its society. And being a businessman, you'd care that the country had natural resources and took proper care of them.

"You'd care that they had a balanced budget. You'd care that they had a good international trade balance. And when things weren't going so well in the world as they'd like, that they were able to cut back and adjust so they stayed in balance.

"Those are all important things, and if you think about it, name me another country besides Malaysia that has lived up to those standards," Bierwirth summed up.

***Keepsake.** (L to R) Maj. Gen. Ngah presents Marty Dandridge and Joe Walter with a Malaysian kris at roll-out.*

After receiving title to the two planes, Ngah presented Walter with a golden Kris (scimitar), noting that it symbolized the defense of the Malaysian nation.

"Aircraft number one completed its first test flight in April of this year," noted Marty Dandridge, A-4 managing director and emcee for the roll-out ceremony. "The first TA-4 PTM twin seater will make its flight in June."

Western office moves

The Grumman West Coast Office has moved to a new location. The new address is 5200 West Century Blvd., Suite 980, Los Angeles, California 90045. Telephone number is (213) 641-4291.

Managers for their respective Grumman companies in the West Coast Office are: John Norris, Grumman Corporation; Dr. Bob White, Grumman Data Systems; Ray Fencl, Grumman Olsen; Bob Jenkins, Grumman Technical Services, Inc.; and Roy Davies, Grumman Houston. Grumman Aerospace's Dick Edwards is director of Administration.

Carpools

Stony Brook/St. James/Smithtown to Bethpage: one person needed for existing car pool, 8 a.m. to 4:30 p.m. T. Dalton, Ext. 51825

obituaries

FRED BOLDA of General Commodities, Plant 30, died May 23 at the age of 64. He had been with the company since 1963 and resided at 34 Drake Street, Malverne.

JAMES J. DOWLING JR. of Quality Control, Plant 77, died May 11 at the age of 48. He had been with the company since 1955 and resided at 310 Camellia St., Palm Beach Gardens, Florida.

people

Taking command

Pete Fitzgerald, a senior data specialist in Plant 15, has been elected Suffolk County Commander of the Veterans of Foreign Wars for the 1984-85 term.

The 21-year Grummanite is a World War II Marine veteran of the Asiatic-Pacific Theatre.

"I'm gratified to win the honor," says Pete, "and I plan to do a good job."

As County Commander, Pete will head Suffolk County's 48 Posts with over 7,000 members.

A helping hand

"Whatever you want to do, you can find time for it," proclaims Grummanite Raeann Wallace who works in Purchasing for Stuart Operations in Florida.

Six years ago, her youngest boy was pulled from a local swimming hole. "He wasn't breathing," recalls Raeann. "Nothing is worse than feeling absolutely helpless and there's nothing you could do about it." Luckily, a young Boy Scout who had CPR (cardio-pulmonary resuscitation) training, revived her son. From that day on, Raeann was determined that she would never feel that helpless again.

She took a CPR and first aid course, and then volunteered her services to the Port St. Lucie Volunteer Ambulance. She didn't stop there. She enrolled in an EMT (emergency medical technician) course at the local community college. "In addition to the classroom lectures, I had to serve three, eight-hour shifts with the local rescue unit and emergency room," she says.

The long hours were worth it. Today she is a certified EMT and works the 6 p.m. to 6 a.m. shift every Tuesday with the Port St. Lucie Volunteer Ambulance, in addition to weekend duty.

"Basically, what an EMT does is administer first aid . . . give oxygen. . .control the bleeding. . . . In other words, stabilize the patient until the paramedic arrives," states Raeann. "EMTs help free the paramedics for more serious emergencies, too."

Raeann is quick to downplay her role in the community. "I choose to do it," she says. "It's a good feeling knowing that you've helped someone. People are so grateful. They are in pain and usually a bit frightened. A smile and a squeeze of the hand — and they are comforted," she adds. "I've found a little TLC goes a long way. . . compared to being treated like a hunk of beef."

Raeann Wallace

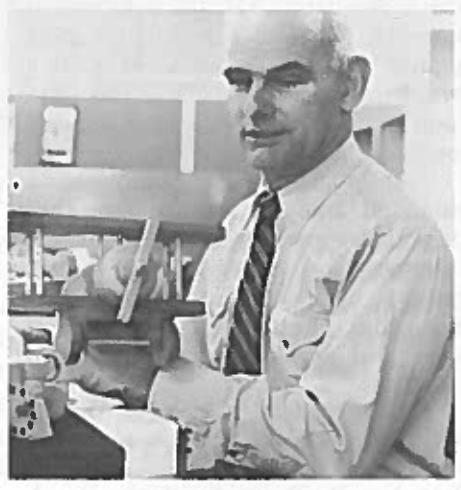
She is also a strong advocate of CPR training. . ."for everyone — especially parents and babysitters." So she conducts CPR courses at the local babysitter coops, the Port St. Lucie Police Dept., local daycare centers and for other community groups.

This community-conscious Grummanite also serves as director of the youth choir, works with the Port St. Lucie Police Dept., and is known by many Grumman retiree club members as "an excellent caterer for special occasions."

The family also gets involved. Her husband, Jimmy Wallace II, also is involved with the Port St. Lucie Volunteer Ambulance as a driver/first aid and CPR instructor. "That way we can spend some time together," quips Raeann. Her sons and son-in-law (newly certified EMT) are also taking driver training to be ambulance drivers.

Mr. Toymaker

Toy cars, planes, dump trucks and tanks have parked themselves next to flowerpots and pencil holders on desks in the Shuttle Processing Contract (SPC) section of Vandenberg Air Force Base's Bldg. 6525.



Otto Schrader

Since he joined the Grumman Technical Services, Inc., team in December, Otto Schrader good-naturedly has presented these toys to his co-workers. The simple wooden replicas of adult transportation are his handiwork.

His hands caressing a pinewood car, Otto recalled that he founded his toy assembly line about 14 years ago when his wife Delores started stuffing dolls.

"My wife made a doll for our daughter for her birthday," Otto recounted. "My daughter's girlfriends saw it and she asked her mom to make more dolls for them."

With orders mounting, Delores, who prefers the name "D," decided she had a business and displayed her dolls at a crafts fair. She urged Otto to hop aboard the toy wagon, so to speak, by contributing wooden toys — a talent he picked up from his carpenter father and his high school shop class in Coesse, Indiana.

Today D and Otto manufacture their toys in their home in Thousand Oaks, California. In the next few months, the couple will relocate to the Lompoc area so Otto can discontinue his weekly 100-mile commute to his new job as a logistics analyst at Vandenberg. Previously he worked for Grumman Aerospace in Point Mugu, Calif.

Each toy begins as a beam of pine or fir, much of it scrap lumber. "I could make them out of hardwood, but no parent could afford them for his children," said Otto, who retails the toys for $5 to $50.

The wood then passes through a band saw, router, drill press, a large or small belt sander, and a disk sander as necessary. Otto's toys remain unpainted, but each takes a dip in a nontoxic sealer that allows for easy cleaning and permits teething babies to exercise their chompers.

Otto proudly points out that his toys have no metal parts. Wooden pins attach freely spinning wooden wheels to each vehicle. The pins also allow his dump trucks to dump and the propellers of his biplanes to turn.

The planes and tanks feature "men," which are simply the tops of clothespins anchored with carpenter's glue.

After years of experience, Otto can whip out a finished toy in minutes. He may make 30 to 50 of one model in a day or evening, depending on the toy's complexity and size. Much of the time he spends cutting and sanding wheels of various sizes.

To test a new toy, such as a telephone with a rotating dial, he furnishes his six grandchildren with samples.

He stamps each toy with a stylized logo designed by his son. It's a circle with the word "TOT" inside — an anagram for Otto.

Books and magazines — a favorite is *Family Circle* — as well as his own imagination supply Otto with ideas for new toys.

Events in the news can spark a new model, too.

The launch of the first Space Shuttle led Otto to develop a toy orbiter. His version includes cargo doors that open and a hollowed-out interior to hold crayons or whatever else a child might imagine would take a space voyage.

Alumni award

High achiever. *Carl Paladino accepts 'Alumnus of Year' award from Hofstra School of Business Alumni Association v.p. John McAlonan.*

Grumman Aerospace Senior Vice President and Treasurer Carl Paladino was feted to a special awards dinner by the Hofstra School of Business Alumni Association recently. Paladino was selected by the Association as its "Alumnus of the Year."

The special award was presented to Paladino — an active member of the Alumni Association since he graduated cum laude with a bachelor of science degree in 1951 — for his "business leadership and support for the School of Business Alumni Association."

J. Gary Angelillo, president of the School of Business Alumni Association commented that, "Mr. Paladino's business accomplishments and support for the School of Business Alumni Association are goals that all our Business School alumni should try to achieve."

Hail! To all Grummanites
A hearty cheer undying.
On the halyard, 'neath
Old Glory
A four-star burgee is now
flying.

Frank Brady
Plant 12, Personnel

PLANE Grumman NEWS

By and For The Grumman War Production Corps

Every week we hear on
the radio:
"Bye-Bye and Buy Bonds"
We at Grumman's say:
"Buy Buy Bonds or Bye-
Bye Freedom."

Steve Cotroumpas
85348, Dept. 85B

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GRUMMAN PLANES COVER INVASION

Allied Headquarters Dispatch Cites Part Navy Planes Played

A special dispatch from Allied Headquarters in England early Tuesday morning was interpreted here to mean that Grumman planes which played such a major role in clearing the way by ridding the Atlantic of the Nazi U-boat menace played an important part in the invasion operations.

The report, by ATS correspondent Thomas C. Watson, declared that American and British naval air units, both of which are comprised largely of Hellcats, Wildcats and Avengers, took part in the triphibious blow that hit northern France.

Reactions vary as Grummanites receive D-Day invasion news

June 6, 1944. While most of the Grumman War Production Corps slept, news of the great invasion of France came first to the Nite Owls working the night shift at Grumman plants.

"For the most part, the announcements made over the public address system were received with a tense seriousness," reported *Grumman Plane News* (June 8, 1944). "In the interims between announcements, it was noticeable that there was very little comment or conversation of any kind; people went thoughtfully back to their tasks to await the next bulletin."

Many Grummanites missed the early morning news broadcast. Others heard it on their car radios on the way to work, while some learned of the invasion only through the excited conversation of fellow Grummanites in the plants.

According to *Plane News*, reaction to the D-Day invasion was varied. "Despite the fact that it had been impending for weeks, it came as a complete surprise to most people," read the article. "The general feeling was one of relief and confidence as the majority regard the invasion as the beginning of the end of the war in Europe."

'They didn't expect us to take the bull by the horns and go smack across the Channel.'

Peter Mallon of Plant 2 was quoted as saying, "I have travelled all over Europe and I know this will be no pushover. We can expect heavy losses, but I think the European war will be over before the end of this year." Peter had four sons in the service and a daughter with the O.W.I. in Bombay, India.

Nicholas Mollenhauer of Plant 1 had three sons and a son-in-law in the service and he was reported to be "tickled to death" by the announcement. "The surprise came to the Nazis," he declared. "They didn't expect us to take the bull by the horns and go smack across the Channel — but that's the way we do things. I believe it will be a tough fight, but we are going through and we will have the Germans beaten to their knees by fall."

In Plant 3, Mrs. Arthur Wilcox prayed for her husband, an eight-year veteran with the Royal Navy who was at Dunkirk and was one of the mine-sweepers combing the invasion beaches. "I didn't expect it so soon — but, then, neither did the Nazis. I believe there will be a hard fight on the Continent and it won't be over quickly as some people think. All I can do is work and pray."

That is precisely what Grummanites did on Tuesday, June 6, 1944. At 10 o'clock in the morning, all Grumman plants observed a two-minute period of silent prayer "to invoke divine protection for the forces of liberation," reported the Grumman paper. "Men and women dropped the tasks before them, whether at bench or lathe or on the assembly line, and bowed their heads in prayer; here and there some with loved ones in the thick of invasion combat devoutly got down on their knees."

'It won't be over quickly as some people think. All I can do is work and pray.'

More remembrances of D-Day — June 6, 1944 — on the following pages.

D-Day

Grummanites remember June 6, 1944

Two score and two days ago, the U.S.-led Allied forces of over 157,000 troops stormed the beaches of Nazi-occupied France. The great invasion became known as D-Day — the turning point of the war in Europe according to many historians.

What were you doing on June 6, 1944? Plane News asked dozens of Grummanites that question. Some remember hearing the news on the family radio that morning. A few said they were in Japan that day — we assumed they meant they were fighting in the Pacific Theatre. Some Grummanites were in school studying for finals. Many were not even born yet.

Forty years is a long time. We were fortunate to find five Grummanites who were willing to share their thoughts of that historic day. Here are their stories.

Herman Leuther. *This Grumman engineer flew Warhawks and Thunderbolts during World War II.*

On June 6, 1944, Herman Leuther was enjoying his much-deserved leave in New York City. He had just completed a year's tour of duty with the Army Air Corps in Italy. "I flew fighter-bombers . . . P-40 Warhawks and P-47 Thunderbolts," says Herman, now an engineer on the EA-6B program in Plant 110.

Herman recalls the big headlines in all the New York papers that day which proclaimed that the great invasion was underway. "Everyone knew that the invasion was in the planning stages for over a year-and-a-half," states Herman. "There were no celebrations like VE-Day or VJ-Day. You don't celebrate an invasion — though it was a very, very big milestone in the war."

Back in 1944, he was cautiously optimistic that D-Day was to be the turning point of the war. From the first newspaper reports, it was difficult to judge if the Allied invasion was a big success or "a great disaster," says Herman, who became a flight instructor shortly after his leave was up.

Forty years ago this week, Grummanite Doug Grundy was a pilot in the Royal Canadian Air Force attached to the RAF in England. He and his crew were in a final training squadron "flying Lancasters on diversion."

"We would go out over the Channel and the Germans would vector their fighters to intercept us," says Doug, who now works in Plant 35 Power Plant Design. "Sometimes we would draw their fire, but then we'd turn back." Those German fighters would have to land and refuel before taking to the air again.

Doug found himself flying another diversion mission on June 6, 1944. "It wasn't until the next day that we found out in the papers — we had taken part in the invasion."

He remembers "much jubilation that day in England. They thought — and I did too — that the war was almost over. They were confident that the Allies would win the war," adds Doug.

There was still plenty of combat ahead, though. Doug and his Lancaster bomber crew joined a regular squadron shortly after the invasion. "We'd fly night bombing raids, while the Americans would fly in the day."

Scotty Goebel. *He participated in five campaigns during WWII — including the invasion at Omaha Beach.*

Less than a year after D-Day, Doug was shot down over Germany and spent the next few months of the war in a POW camp. "In the camps, new men arrived daily, so everyone already knew about D-Day when I arrived," remembers Doug. "The Germans told us about President Roosevelt's death when I was in the camp. They thought the tide would turn and they would win the war because of his death." Doug was freed in May 1945.

A view from the fighter pilot

Flying in the clouds above Omaha Beach was Francis "Gabby" Gabreski — America's greatest living air ace who now works in Plant 5.

Gabby commanded the 61st Fighter Squadron, 56th Fighter Group. The P-47 pilot led his men on three missions that day. He recalls that the visibility was very poor — and they saw very little of the enemy in the skies over Omaha Beach.

Occasionally, he would guide his Thunderbolt down below the clouds and catch a glimpse of the action. "It was quite a sight," he says. "Five thousand vessels in the Channel and tens of thousands of troops storming the beach."

Extra, extra!

Banner headlines were the order of the day on June 6, 1944. *Newsday* — a fledgling Nassau County paper 40 years ago — issued a special edition on D-Day.

"Before they could get down to the business of mapping the invasion, the Allies had to win the battle of the North Atlantic," said the article. "By the end of last year, they had won that battle — with the aid of Nassau-built Grumman planes."

Newsday recalled the first 15 months of the war when Hitler's U-boat wolfpacks roamed the Atlantic at will, sinking convoys and preventing the transportation of men and supplies to stop the Nazi hordes. "The new weapon that finally destroyed the wolf-pack strength were carrier-borne planes . . . like the Grumman Avenger and Wildcat.

"In May, June and July of last year, Grumman planes were credited with nine sure sinking of U-boats, or one-tenth of all U-boat sinkings claimed for United Nations forces in the three-month period, and more than the number credited to any other American Manufacturer."

Less known, but just as important, reported *Newsday*, were the same Grumman planes which had been flying on the Royal Navy baby flat-tops since the beginning of the war. Grumman Hellcats made their debut with the British fleet air arm in the spectacular attack on the German battleship, Tirpitz, the crippling of which was heralded as a direct aid to the Allied invasion plans.

"There hasn't been an amphibious operation yet that carrier-based Grumman planes haven't swooped low over enemy positions on beaches to destroy fortifications and troops," *Newsday* continued. "Such was the case in Africa, in Tunisia, Sicily and Italy. Such undoubtedly was the case when the long-heralded invasion began."

Francis 'Gabby' Gabreski. *Gabby, America's greatest living air ace, flew three missions on D-Day.*

From his vantage point high above the beach, Gabby recalls the fierce fighting at Pointe-du-Hoc. "We lost quite a few Rangers at that beachhead," recalls Gabby. "About 265 hit the beach and only 60-65 survived that first day. The Germans really showed their muscle on that beach."

Gabby and his men didn't celebrate that night. "There were still missions to fly the next day," says the retired Air Force colonel. "There was a feeling that it was just the beginning of the end of the war."

During WWII, Gabby flew 166 combat missions in British Spitfires and American P-47 fighters. He was credited with destroying 31 enemy fighters in aerial combat plus three on the ground. During the Korean Conflict, he became the eighth American jet ace with 6.5 fighters shot down in aerial combat.

Like the fellow Grummanites quoted in this article, Gabby considers himself "lucky" to have survived combat. Back in October 1967, *The New York Times* quoted Gabby: "The longer you stay up destroying other aircraft in time of battle, the luckier you've got to be. A pilot can contribute physical acumen, good eyesight and alertness. You have to be calm, cool and collected. Freeze, and you frighten yourself, but beyond that you need some luck to survive."

Storming the beach

Grummanite Scotty Gobel says "the most memorable thing that comes to mind is being seasick. It was better to get off the amphibious craft than to be seasick any longer."

Scotty was part of the 99th Battalion that hit Omaha Beach on June 6, 1944. "It was a frightening affair," he states. "You have to say it was exciting — but I don't know how I lived through it."

He had been in training for the invasion in Northern England and three days before, he was transferred down to the south. "You knew something was up. The Island was almost sinking under with the weight of all the people and equipment," Scotty recalls.

Because the Allied forces didn't know whether the Germans would be using gas warfare, all the soldiers had on their regular gear plus gas protection gear. "When you stepped off the ramp, a lot of guys went under. They were pulled down by the weight of all that equipment. You couldn't breathe."

Scotty, who now works in Plant 15 Publications, also served with the Special Services, trained with ski troops at Camp Hale in Colorado, and saw action in five European Theatre campaigns. Having the right gear at the right time was always a problem for the foot soldier, says Scotty.

He recalls the time at Camp Carson in the U.S. when his group waited for three hours for President Roosevelt to review the troops. "When the president finally did show, he commented what big feet we had. It was in the middle of summer and we were wearing ski boots and all the ski gear," remembers Scotty.

Scotty says they could have used the cold weather gear at the Battle of the Bulge. "We had to steal skis and boots," he says. A few months later in Norway, they got their ski gear — but it was the summer.

On the homefront

Art Romeo — along with fellow members of the Grumman War Production Corps — stopped work for a few moments of silence on Tuesday, June 6, 1944 at 10 o'clock in the morning.

"We were putting out one F6F Hellcat an hour then," recalls the Grumman retiree. "We were working 'round the clock — 12-hour shifts. My father was also working there."

Since the beginning of the draft in 1941, the average age of male Grummanites had risen steadily from 25 years of age to 40 by June 1944. As of that month, 5,819 former Grummanites had "left the peaceful environs of the Bethpage plants to fight in the many theatres of war," according to a June 15th *Plane News* article.

Art, who now works in his spare time restoring old Grumman planes with fellow retirees, recalls that "June 6 was an unusually uplifting day. We all worked harder that day, after hearing the news of the invasion . . . The light at the end of the tunnel was finally showing."

Doug Grundy. *He flew huge Lancaster bombers during World War II for the RAF.*

PLANE Grumman NEWS

This Is It

In the early morning hours of June 6 came the long-awaited news of the great liberation invasion of Hitler's enslaved Europe.

Here on Long Island the night was peaceful in moon and starlight; the Bay was placid and shimmered with silver. It was hard for the imagination to evoke a picture of violence and deadly struggle on the beaches of Northern France, or scenes of struggle inland as the flying transports dropped determined groups of paratroopers among the desperate enemy.

The excited tones of the radio announcer's voice, heralding the greatest amphibious attack in history blended strangely with the rustling of birds and the whippoorwill's call borne faintly on the night breeze.

Here was peace but many a mother must have stirred uneasily in her sleep at the moment that her son set out for the supreme adventure.

Upon us on the home front, who are blessed with security and material comfort there is a solemn obligation to advance whatever we may, each in his own way, toward speedy victory.

While the beaches of Normandy run red, and reckless resolute men drive with a single purpose toward long immortality, can we do else but our humble best? No place now for tiny complaint or ill-borne inconvenience in this haven of comparative comfort and security guaranteed by those who suffer and die for us!

Since before the war broke in 1941 the Grumman War Production Corps has met the needs of the Navy for Wildcats, Avengers, Amphibians and Hellcats. These planes turned the balance against the enemy in the Pacific and in conquering the Nazi submarine menace in the Atlantic, paved the road to successful invasion of the continent. Our planes were there yesterday covering Allied landings.

Now whatever we can do, we shall do to shorten the anxious span of uncertainty, to speed the day when our sons will come home again.

At ten o'clock on the morning of June 6 the Grumman War Production Corps united in a silent prayer for our armed crusaders across the seas. Let us devote all our energies with the same solemnity, each in his own way. We are part of a great American people committed to a great cause. Let no one falter.

Some of us, especially those who have seen action in the field or on the seas, may wish that we might be there where action is in progress, where the smell of gunpowder is bitter, and the heart beats to the tempo of danger and death. But all of us—each man, each woman—everyone in his own way and at his appointed task, will serve the common cause with steadfast patience and fidelity.

Cradle of Aviation Museum

Aviation buffs love Long Island museum

Long Islanders don't have to pay tolls or leave the Island to see a museum stocked with Grumman vintage aircraft — and the famous Lunar Module.

The Cradle of Aviation Museum is a major air and space museum in the making within Hangars No. 3 and No. 4 at the historic Mitchel Field, a former Army/Air Force Base in Uniondale.

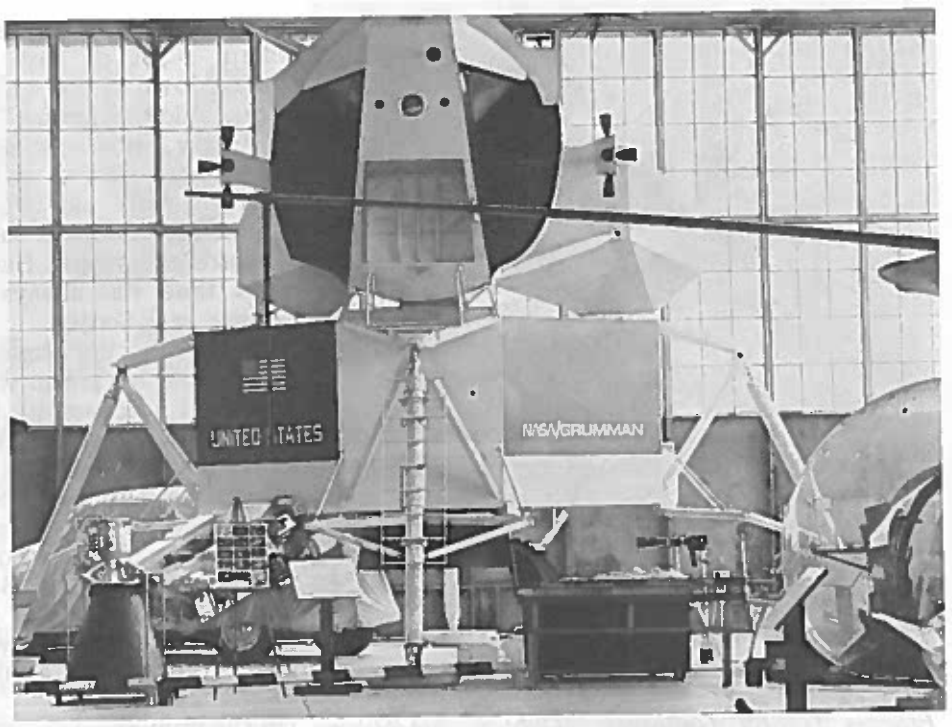
The museum aims to recreate the atmosphere of the early years of aviation when Long Island was "The Cradle of Aviation." Roosevelt and Mitchel Fields were centers of the golden age of record-breaking flights in the Twenties and Thirties — the most notable being Lindbergh's epic solo trans-Atlantic crossing in 1927.

An extensive collection of aircraft, artifacts, and aviation memorabilia is being assembled to provide the historic basis of dramatic exhibits using advanced audio-visual techniques. Visitors will view a 1903 Wright Flyer, the Wright Vin Fiz, a Herring-Curtiss Golden Flyer, a Thomas-Morse S4C (sister ship of the *Spirit of St. Louis*), Lindbergh's first airplane (a Curtiss JN-4), Grumman's F6F Hellcat, F9F Cougar and F-11A Tiger, as well as a Grumman-built Lunar Module. The LM and F-F-11A were both restored by Grumman retirees.

Though the museum is not officially opened, there are preview tours being conducted. These tours can be arranged by calling (516) 222-1190 on weekdays and (516) 222-0976 on weekends.

The museum is opened for preview tours (by reservation) from noon to 5 p.m. on Fridays, Saturdays and Sundays during the May-October period.

Located in the middle of the Nassau County Community College, the museum is on Davis Ave. Take the Meadowbrook Parkway to exit M4; head west on Charles Lindbergh Blvd. and make a right onto West St., then right onto Davis Ave. The Cradle of Aviation Museum is on your right.



Historical exhibit. *Among the exhibits on display at The Cradle of Aviation Museum are a Grumman F6F-5 Hellcat and a Grumman/ NASA Lunar Module. The LM was restored by Grumman retirees.*

Unit values

The following unit values are for the Grumman Employee Investment Plan as of April 30, 1984. They are compared to the March 31, 1984 unit values (in parenthesis).

Equity Fund

2.294 (up from 2.272)

Fixed Income Fund

3.574 (up from 3.565)

Guaranteed Income Fund

1.803 (up from 1.787)

Company Stock Fund

$24.563 (up from $22.063)

They're No. 1. *Grummanite Ed Whiteford towed the Grumman Plant 56 (Md.) float with his Blazer. Onboard the prize-winning float were: Bob Valente, Fred Kief, Vic Martorana, and Hugh Lowder. The Grumman float won top prize in the commercial division in the recent Loyalty Day parade.*

Strike up the band! Pl. 56 floats to top of Loyalty Day parade

There were brass bands, marching units, antique cars, floats, fire trucks and a political candidate or two in Bel Air, Maryland, on a recent Sunday. The occasion: the Veterans of Foreign Wars' (Maryland) 26th annual Loyalty Day Parade. Over 97 different units participated in the parade which had its origins in the 1958 law passed by Congress designating May 1 Loyalty Day as a counter to the May Day celebrations in Soviet bloc nations.

It's a winner!

Winning first prize in the commercial float division in this year's parade was the Plant 56 (Glen Arm, Md.) "Grumman Aerospace Photo Display Float." The float, assembled atop a 9x21-foot hay wagon, featured a photo display of various Grumman aircraft and space vehicles.

Float to the top

The 16x7-foot display was the handiwork of Plant 56's Float Committee — Benny Di Donato, Dave Cook, Bill Cantler, Fred Kief, Ed Campbell, Vic Martorana, Ed Whiteford, Bob Duff, Hugh Lowder and Plant Manager John Otterstedt.

Plans are in the works to enter the float in future parades including the Fourth of July Parade at Kingsville.

CDI unit is a 'visual' success

Working in a large brightly lit Engineering Development Center (EDC) design lab, electronic and software Engineers are checking and rechecking computer-generated test data for the navigational Control Display Indicator (CDI).

This engineering team created the CDI as a new feature of the multifaceted and technologically-advanced EA-6B ICAP-2 Prowler in the EDC (Plt. 14) Microprocessor Development Lab. "Essentially the CDI is a navigational display unit that provides information visually for the pilot and navigator of the ICAP-2 Prowler. It offers a human interface with the Navy's AYK-14 computer and all the other components in the navigation systems onboard," says Barry Finck, software group leader for the EA-6B CDI Program.

'The CDI team has done an exemplary job of proving just how much we can do here in-house in the field of advanced electronics.'

The CDI development bega.. about two-and-one-half years ago when the unit was first envisioned as a "dumb terminal" for use only as an interface with other computers. It has since developed into a stand-alone system that can perform a mind-boggling number of navigational functions on its own.

Indeed, in addition to giving present position information — its primary function — the CDI system can offer some 40 different navigational advisories, function in over 10,000 different factor environments and access-command the built-in tests of other sophisticated electronic equipment on the airplane.

The unit's size — 5 x 6.5 x 8.5 inch — belies a functionality that is between 1,000 and 10,000 times more complex than was first planned for the system. The display screen offers a vivid 40 character display of five lines with eight characters each within a 4 1/8 inch by 3 3/4 inch area.

George Cotter, Plant 14 Advanced Technology group Principal Engineer, says "The CDI team has done an exemplary job of proving just how much we can do here in-house in the field of advanced electronics.

"Essentially what we have here in Plant 14 are all the same disciplines and abilities of any small to medium size electronics firm. In fact, we operate like a small electronic company within the larger framework of the whole Grumman industrial family. It's a great system because it allows us to draw on knowledge and disciplines throughout the company and we are in turn available to provide the kind of highly advanced electronic technology development that is becoming more and more important in the business of aircraft design and production."

Cotter notes that the work going on in Plant 14 gives Grumman the in-house "hands-on" capability to supply the systems and equipment necessary to augment or even substitute for outside technology. "Such an ability is extremely cost-effective for Grumman and at the same time gives Grumman a great deal more design flexibility when we are trying to develop something," he adds.

The Control Display Indicator hardware is currently being manufactured at Grumman Great River Operations. The CDI team in Plant 14 is working on the dual tasks of testing the software for the unit and integrating the system with the EA-6B ICAP-2 Prowler program people out at Calverton. "We have been working closely with the Calverton EA-6B people as we complete the interfacing of the CDI system with all the other electronic and computer systems on-board the airplane," says Finck.

"The way this program developed from a very basic design concept to its current highly complex form required more than a 100 percent effort by everyone involved. Everything had to be done within a very strict time frame in order to meet schedules required by the overall EA-6B ICAP-2 program. The people who worked on the CDI really gave their all," asserts Finck.

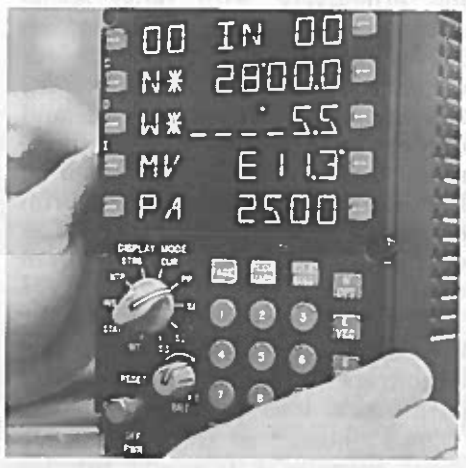
In addition to the advances made in the CDI's capabilities, the engineering team also developed some other innovations. The group created their own automated software validation test. This system — relatively new in its field — eliminates the need for time-consuming and tedious manual testing. "What we did was to design our own computer program as well as a special system of commands built right into the software. We can even get a print-out of the tests to serve as an 'audit trail' for rechecking both the tests themselves and the system's performance," notes Steve Bocksor, project electrical engineer for the EA-6B CDI Program.

The automated computer testing system also provides CDI testing by remote control under simulated field conditions in an 'environmental chamber'. "We even foresee the capability to run system checks while the units are deployed in the field, via computer telephone hookups. We haven't done it yet, but the capability is there," says Bocksor.

The automatic computer test system also has a special "learn mode" feature created by the engineering design team. Through the use of Computer Aid tools designed by the team, the computer test program can, in essence, "learn" the test procedures and parameters as it runs the tests. The result is further time savings and the elimination of even more tedious manual programming and checking. "Our aim is to streamline all the testing procedures in order to save man-hours and avoid tedious manual work that just couldn't be accommodated in our tight completion schedules," comments Finck.

"From a customer standpoint, the CDI system has been received very well. The people out at Calverton are very pleased with its versatility and overall effectiveness. It really is an amazing piece of equipment that offers a convenient source of visual information to the navigator and the pilot in the front of the Prowler cockpit," says Finck.

This is the fourth stage of the CDI's development evolution. In its current form it advises, computes, tests, checks and rechecks itself and other on-board systems. "As far as a navigational computer system goes, the CDI can do it all — and then some."



Clear view. *The CDI's bright screen display offers a vast array of info for the EA-6B crew.*

Computer check. *Tim Beigay and Steve Bocskor (R) run an automated software validation program.*

Teamwork pays off. *The EDC design lab team — (L to R) Barry Finck, Tim Beigay, Joette Darmiento, and Steve Bocskor — review the volumes of computer test program data for the CDI.*

Grumman hosts pilot foreign policy program

Grumman recently hosted a "first" for corporate America: a pilot Great Decisions discussion meeting on foreign policy. Guest lecturer at the meeting was Harold Saunders, an expert on the Middle East and a resident fellow at the American Enterprise Institute.

Great Decisions meetings are held nationwide under the auspices of the Foreign Policy Association (FPA). Founded in 1918, the FPA is nonpartisan, has no government affiliation, and takes no position on foreign policy issues. Through the Great Decisions program, involving over 200,000 participants in community groups nationwide, it presents impartial background information and analysis. After discussing a topic, participants record their opinions on ballots, which are tabulated and the results published in the National Great Decisions Opinion Ballot Report. The report is distributed to the White House, State Department, Defense Department, Congress, U.S. embassies, and the media.

Forming corporate groups is a recent FPA project, and the Grumman pilot meeting was the brainchild of Grumman board director and FPA President Archie Albright.

"While there will be Great Decisions groups at companies such as GE and IBM, Grumman is definitely the first," he commented.

Saunders, who was formerly on the National Security Council and later served as an Assistant Secretary of State, said the Mideast commands a large share of concern in the minds of decision makers. "More globally important issues come together in the Middle East today than in any other part of the world," he remarked. "The Mideast problem isn't just one problem — it's a complex of many problems — any one of which could engage foreign policy experts for years on end."

He listed the following as the six major goals of U.S. Mideast policy: preventing Soviet dominance, coping effectively with rapid social change in the Arab world, maintaining a historic commitment to (as opposed to strategic interest in) the existence of Israel, oil and monetary interests, keeping arms races under control, and ensuring that nations follow accepted principles of international order. The dilemma is pursuing all these goals in their right balance.

About 75 people turned out for the pilot discussion meeting, and its organizers hope to channel that enthusiasm into an ongoing series.

The "heart" of the Great Decisions program is its annual briefing book, issued to and read by each participant. The book's eight chapters outline today's most crucial foreign policy issues in concise, interesting language. Each group of 12 or so members meets semi-weekly until all eight are discussed.

"Great Decisions groups are a golden opportunity for individuals to become well informed on foreign policy," says Albright.

Anyone interested is invited to fill out the adjacent coupon and mail it to Recreation, A01-28A. Based on the response, one or more after-hours discussion groups will be formed.

Global importance. *Harold Saunders, an expert on Mideast foreign policy, was guest lecturer at the recent Great Decisions meeting.*

Great Decisions info

I am very interested in attending Great Decisions meetings, and would like to receive more information regarding their time and location.

Name _____

Mail Stop _____ Ext. _____

Clip and mail to Grumman Recreation, Mail Stop A01-28A.

Sellout crowd. *About 75 people turned out for the pilot 'Great Decisions' program. Helping organize the event were (3rd and 4th from R) Grumman Corporation Chairman Jack Bierwirth and Director Archie Albright.*

SHARE your summer

"Dear family . . . My name is Eva. I'm really looking forward to come and visit your family. I'm sure we are going to get along great together . . ."

"Dear hosts . . . My name is Stefan Aglen. I am seventeen years old and I look very much forward to take a look into American culture, to experience the American way of life and to see you in July . . ."

These are the greetings written to Long Island families who will be hosts to youngsters between 15 and 17 years of age — from Sweden, Denmark, Norway, Germany and France — who are dreaming of coming to America for the month of July.

Grummanites are being asked to open their hearts and their homes to these youngsters as part of a program called "SHARE!," sponsored by the Educational Resource Development Trust.

Loretta Conlon, an administrative secretary for the Accounting department in Plant 30, says that she "highly recommends the program to all Grumman families." Loretta is an area representative for the "SHARE!" program and has acted as a host for students from Europe and South America for over five years now.

"I can say without any reservations that this program is just wonderful. It is a great cultural experience not only for the exchange students visiting America, but also for the host families. Everyone gets a chance to share and learn from each other. My family loves it."

The exchange students that arrive to experience America have had anywhere from four to five years of English language studies already. "SHARE!" is currently organizing host families for its "Homestay" one month summer visit. Students will arrive in the U.S. at the end of June for a stay through July. Grummanites who are interested in opening up their homes for the "SHARE!" experience can contact Loretta at Ext. 57880 or Terry Jones, Ext. 58448.

The program's Long Island representative is Penny Tarplin. She can be reached at (516) 666-0786.

More personals

My family and I wish to express our sincere thanks and appreciation to our friends, co-workers and ESO for their kind expressions of sympathy during the recent losses of my father and father-in-law. Gil Fishman

My family and I want to thank our friends at Grumman for their expressions of concern during my wife Jean's recent illness and for their condolence upon her death. Bob Roemer

My family and I wish to thank our friends and co-workers for their kind expressions of sympathy during the recent loss of my father. Vincent Milano

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their support, understanding and kind expressions of sympathy during the recent loss of my husband. Normanie E. Hardy

My wife and I want to extend our thanks to everyone who made my retirement party the memorable occasion it was. I shall always cherish the friendships made during my years at Grumman. Au Revoir and God bless. Romeo A. Cammisa

My family and I want to thank everyone at Grumman for all the kindness and support shown to Tom during his illness and for all the sincere expressions of sympathy at the time of his death. A truly painful time was eased by such thoughtfulness. Mary Reilly

My family and I would like to thank Reggie's friends, co-workers and the people in Flight Development, Plant 7 for their kindness and sympathy at his sudden and shocking passing at the hands of a DWI. Clare M. Rogerson

scorecard

Hollwedel wins

Who's the top hobbyist at Stuart Operations? Art Hollwedel.

Art won best-in-show honors at the Grumman Stuart Operations' 7th Annual Hobby Show last month. His prize-winning entry was a nautical lamp, complete with clock. Art beat out dozens of other entrants with his woodcraft entry.

Other prize-winners were:

Artwork: 1st Place — Joanna Driver, 2nd Place — Charles Niglio.

Ceramics: 1st Place — Marianne Nutt, 2nd Place — Doris Byrd.

Dressmaking: 1st Place — Nancy Rooker, 2nd Place — Pam Harless.

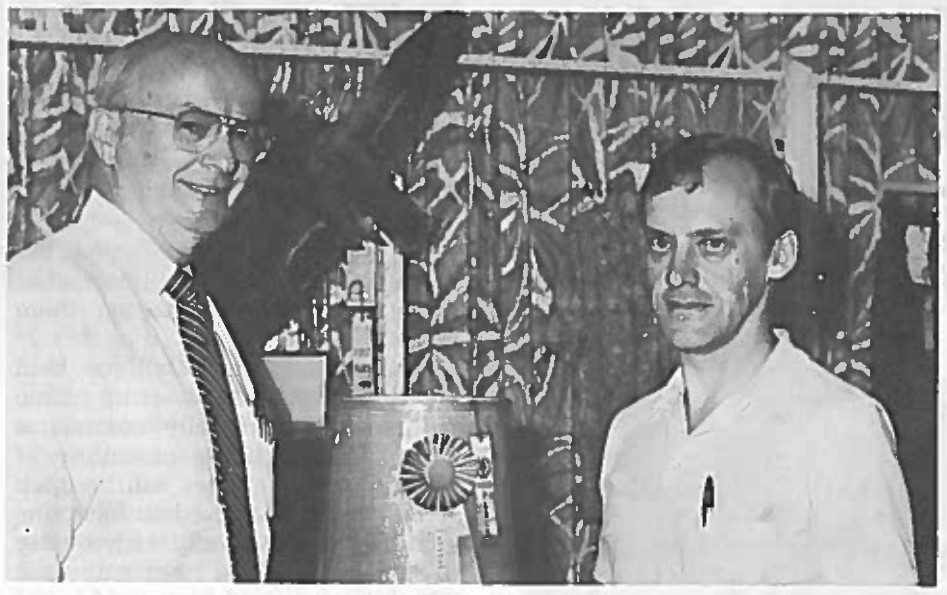
Woodcraft: 1st Place — Art Hollwedel, 2nd Place — Dave Hackney.

Models: 1st Place — Bob Van de Griek, 2nd Place — Gil Stallings.

Photography: 1st Place — Charles Olson, 2nd Place — Ray Ryan.

Misc. Craft: 1st Place — John Kendall, 2nd Place — Cal Bailey.

Needlecraft: 1st Place — Nancy Rooker, 2nd Place — Mary Ann Hamilton.



Top hobbyist at Stuart. *Bob Watkins (L), vice president and general manager of Stuart Operations, presents Art Hollwedel with top award at the annual Hobby Show. Art's wood lamp won best-in-show.*

Trip to Florida

Grumman Recreation is offering a Florida tour for November 7—14 that will include round-trip motor coach transportation and motel accommodations for seven nights.

The package price of $315 (per person/double occupancy) also includes the services of a tour director for the entire trip and admission to the Walt Disney Epcot Center. Grumman Retiree Club members are eligible for a Reunion Dinner and Picnic to be held on November 9 and 10, respectively. A tour of Kennedy Space Center will also be offered on Saturday, November 10.

For information or reservations, contact Recreation at ext.: 52133.

Rose Show '84

The Grumman Garden Forum will hold its 1984 Rose & Seasonal Flower Show on Tuesday, June 12, in the Plant 35 cafeteria. Grummanites interested in competing should have their entries at the Plant 35 cafeteria before 8:30 a.m. on the day of the show for registration. Grumman employees, jobshoppers, and retirees are eligible as entrants.

This year's Rose and Seasonal Flower Show has been expanded to include 15 classes of competition. A special class for arrangements of miniature roses or miniature seasonal material has also been added.

The Garden Forum will award one Queen-of-Show and one Best-in-Show as well as other prizes. Over two hundred entrants are expected to participate in this year's show. As a special attraction, miniature roses in bud and bloom will be sold during lunch periods on Tuesday for $3.25 each.

Anyone interested in further information can contact the flower show manager Larry Johnson at Ext. 52879 or the assistant manager, Gus Preiser, Ext. 52886.

Scuba lessons

The Grumman Scuba Divers club will be offering diver certification training courses for new divers as well as a "diver refresher" course to allow experienced divers to update or obtain their certification.

Scuba certification is required for booking boat dives both locally and on your Carribean vacations. Continuous courses held throughout the summer are also open to non-Grummanites.

For more information on the certification training courses or the Grumman Scuba Divers club, contact John Lovisolo at (516) 433-3053 after 6:00 p.m.

A day for hams

Radio messages will be flying through the air to ham radio operators all over the world from McKay Field on June 23 and 24. This year is the 25th consecutive Field Day in which the Grumman Amateur Radio Club will participate.

GARC member Martin Miller says the club hopes this year's event will be the largest ever. "We will be attempting to contact other ham stations all over the world. An important goal for us this year, is to have all stations manned for the full 24-hour period. This may give us a winning score.

On Friday, June 22, at 5 p.m., help will be needed to move trucks and erect antennas. Saturday morning will be devoted to unravelling power lines, trial running and setting up the stations and the generator. "As usual we will be generating all our own power for this event," notes Miller. "All the equipment used is emergency field equipment — that's what this whole thing is all about — to test the emergency broadcasting capabilities of amateur radio operators around the world."

Anyone interested in participating in the Field Day or seeking more information on the Grumman Amateur Radio Club, can contact Miller, Ext. (117)-7032 or Bert Wengler, Ext. 50188.

Weight control

Having a hard time pushing yourself away from the table these days? Like to slim down a bit to fit into this year's bathing suit styles? Grumman Recreation is conducting classes on weight control including behavior modification techniques and interesting recipes that make the program unique. The classes offer easy to follow and successful instruction on how to take control of your figure.

Classes are held on Tuesdays in the Recreation auditorium in Pl. 28A from 12 noon to 1 p.m.. There is a $5 per person charge for the introductory meeting. Each subsequent meeting is $4 per person. For more information, contact the Recreation office, Ext. 52133.

Running clinic

Get your summer off on the right foot with the beginners summer running clinic conducted by the Grumman Road Runners Club. The program will hold running clinics for those interested in taking up jogging after-hours at the Bethpage High School track on June 12, 14, 19 and 21. For more information contact Annette Frisch, Ext. 58478.

calendar

ASHRAE: Tues., June 12, Linden Tree, Hicksville, 6 p.m. Topic will be Redevelopment of Hempstead. Guests welcome. Abe Rubenstein, Ext. 5-4016.

Grumman Disabled American Veterans Club: Wed., June 20, Plant 3 cafeteria, 4 p.m. All disabled American veterans welcome. O. Lewis, Ext. 5-4476.

Grumman Flying Club: Mon., June 18, Boces Bldg., Hicksville, 5:15 p.m. Regular monthly meeting. Bob Schulte, Ext. 5-0682.

Grumman French Club: Tues., June 12 and Tues. June 26, 108 Windhorst Ave., Bethpage, 5:30 p.m. French culture and language. Guests welcome. L. Kaufman, Ext. 5-2323/B. Lecat, Ext. 115-5240.

Grumman Motorcycle Club: Wed., June 20, Recreation Bldg., 5:30 p.m. Rides June 2 Shelter Island, Pl. 18 at 8:30 a.m., June 10 Candewood Lake, Pl. 18, 7:30 a.m. Guests welcome. R. Dannenhoffer, Ext. 5-0009.

National Contract Management Association (NCMA): Tues., June 19, Musicaro's, Melville, 6:30 p.m. No work shop scheduled. Speaker will be Linda C. Marks. Topic will be "Strategies for Business Success". W.E. Stanton, Ext. 5-3167.

N.Y.S.S.P.E. Suffolk County Chapter: Fri., June 29, Watermill Inn, Smithtown, 6:30 p.m. Installation of officers. Dinner and Dance. Guests welcome. W. Lipman, Ext. 5-2595.

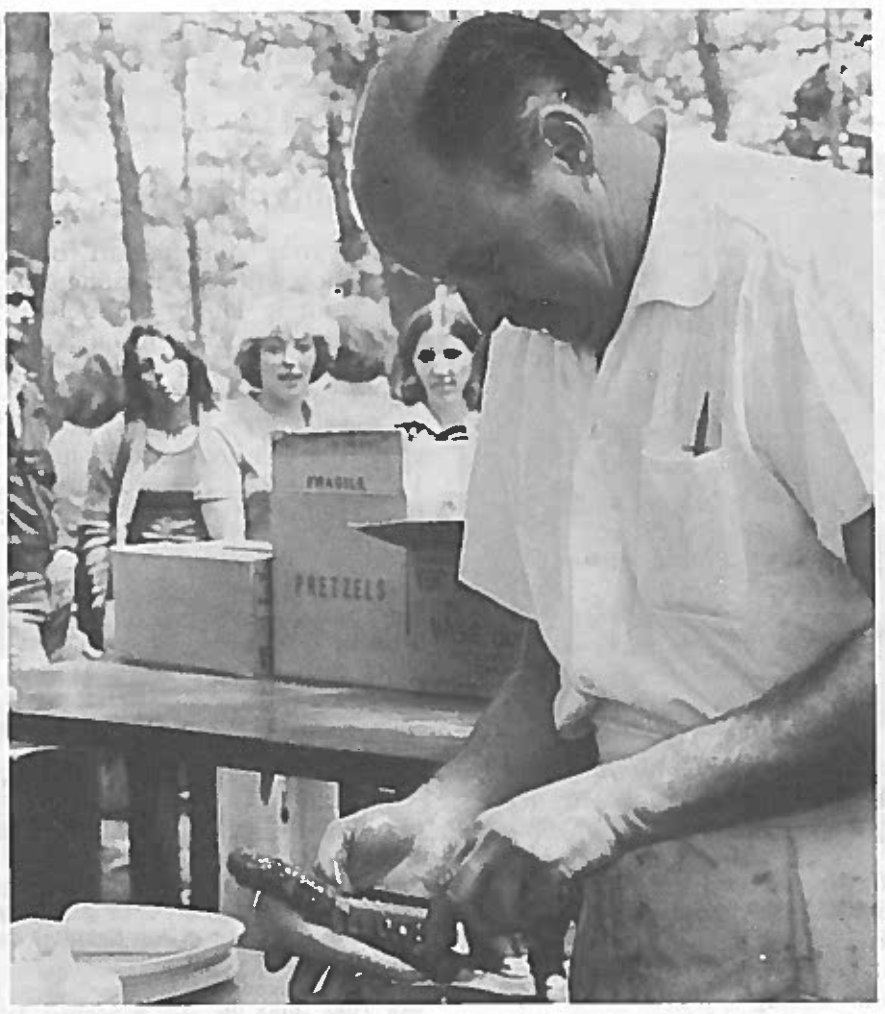
Society of Manufacturing Engineers: Mon., June 11, Festo Corp., 395 Moreland Ave., Hauppauge, 7 p.m. Plant tour, technical meeting on Pneumatics in Manufacturing. Guest speaker will be Randy Stinson, Manager of Technical Design Division. Guests welcome. V. Pavlik, Ext. 55255.

Table Tennis: every Fri., Recreation bldg., 5 p.m., also every lunchtime and on Sundays at 9 a.m. Beginners and guest welcome. B. Frbricant, Ext. 0242.

Tap Dancing Club: every Mon., Recreation bldg., beginners 4:30 to 5:30 p.m., Intermediate 5:30-6:30 p.m. Guest welcome. P. Tropea, Ext. 2260.

Grumman Toastmaster Club: every Wed., GHQ bldg., third floor conference room A, 5 to 7 p.m. Grumman employees only. A. King, Ext. 6779/P. Ivy, Ext. 2931.

Next issue: June 22



'Picnic in the Park' opens June 12

The ever-popular "Picnic in the Park" opens its 1984 season on Tuesday, June 12. McKay Field will be opened for business every day from 11:30 a.m. to 1 p.m. — weather-permitting. Food Services will once again offer a variety of summertime foods — from hamburgers to 20 oz. sodas. Making its debut on the menu charts this year is the one-foot-long hotdog. This frank just happens to have a low sodium content — good news for those Grummanites who are watching their sodium intake.

Come, join the fun

Family picnic tix now on sale at ESO

Tickets are now on sale at all Employee Services (ES) offices for the big event of 1984 — the 43rd Annual Grumman Family Picnic. The picnic date is Saturday, July 21.

Admission is $4 per person with no charge for children under the age of 12. No tickets will be sold at the gate, so be sure to get them in advance.

The picnic, which will be held on the spacious Calverton picnic grounds, will officially commence with the flag raising ceremony at 10 a.m., but the gates will be open at 8 a.m. It is advised to have one member of the family arrive early to set up camp and reserve a picnic table.

Plenty of food and beverages will be available — hot dogs, ice cream, milk, soda, and beer — as well as plenty of games and entertainment. With dancing, sporting events and amusement park rides, there will be enjoyment for the entire family. Everything is included in the $4 admission fee.

The wheelbarrow races, egg-throws, sack races and three-legged runs provide fun for all ages. There will also be kiddie boxing bouts, in addition to the toe-tapping music provided by the Grumman Employee Band.

All Grummanites and their family members living under the same roof are invited to attend. Further details and tips for first-time picnickers will be published in the next issue of *Plane News*.

Kiddie boxing

If you want your son to participate in the kiddie boxing bouts at the family picnic, please fill out this entry form. Boxers must be between the ages of 3 and 12.

Boxer's name. . . . . .

Weight. . . . . .Age . . . . . .

Parent's name . . . . . .

Permanent No. . . . . .Ext . . . . . .

Note: No entry forms will be accepted on the day of the picnic.

Mail to: ESO-002

GRUMMAN planenews

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